

COUNTRY East Germany  
SUBJECT Miscellaneous Railroad Information

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THIS IS UNEVALUATED INFORMATION

1. In mid-October, [ ] the Magdeburg regional railroad headquarters that 100 heavy-duty flatcars with a load capacity of 80 tons each would be assigned to this railroad headquarters. The cars were built by the LOMA railroad car factory in Coerlitz.<sup>1</sup>
2. [ ] an order of the Soviet transportation control headquarters, dated 30 October 1952, that 15 RHyM-type flatcars were to be made available in Frankfurt/Oder. [ ]
3. At the 1952 Leipzig fall fair, a six-axle flatcars was on exhibition, which had a wheel set that was adjustable from German to Soviet gauge. In order to make the change, the cars are pushed from a standard-gauge siding to a tapering track, which is provided with a guide rail which changes the size of the wheel set to Soviet-gauge. In the middle of the axle of the car, there is a worm gear with a breaking device which operates automatically to lock the wheels when they are in the desired position. The bogies for these cars are manufactured at the Karl Marx LOMA railroad car factory in Babelsberg.<sup>3</sup>
4. During the period from 29 September through 6 October, [ ] there was no change in the status of the locomotive columns parked at Blumenhagen and Strasburg.<sup>4</sup>
5. On 15 and 20 October, [ ] there was no change in the status of the locomotive columns parked at Strasburg, Blumenhagen, Ducherow, and Ruednitz.<sup>4</sup>
6. [ ] decree of the Directorate General, Railroads, Berlin, issued on 10 October 1952, that all the freight cars marked by an arrow were to be listed in the stock records of the East German railroads and were to be marked with classification and serial numbers. [ ] will not be affected by this measure because of pending negotiations with the countries concerned.<sup>5</sup>

1. Comment. This information refers to the new RHyM-type six-axle flatcar, which has a load capacity of 80 to 90 tons and a usable length of 14 to 18 meters and can be loaded with two tanks. This car is already in use with Soviet tank shuttle trains. A total of 1,600 such cars was scheduled to be built in 1952, while 2,000 cars of this type are to be built in 1953. [ ]

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25X1A

25X1

25X1A 2. [ ] Comment. Tank shuttle train [ ] is stationed in Lustermark. See  
 25X1A [ ] the old types of flatcars assigned to Soviet tank shuttle  
 trains are gradually being replaced by the new Rym-type flatcars.

25X1A 3. [ ] Comment. The car utilizes the modern method of gauge adjustment,  
 which consists in shifting the wheel disks on the axles of the cars. The  
 method was developed in Czechoslovakia and Hungary. Similar experiments were  
 also made in East Germany. It may be assumed that the majority of the Rym-  
 type flatcars are fitted with this modern gauge-shifting device.

25X1 4. [ ] Comment. These are the deactivated locomotive columns [ ] in 25X1  
 25X1 structure [ ] in Ulmenhausen, [ ]

25X1A [ ]  
 25X1A 5. [ ] Comment. Foreign-owned railroad cars, which remained in East Germany  
 after World War II, were marked by an arrow. They were recorded in separate  
 stock lists, but it appears that they are now to be transferred to the park of  
 German operational cars.

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